(b) As initial investment on concrete roads are much higher compared to bituminous roads, concrete pavements have been taken up only on selective basis.

1996-97 में केन्द्रीय सड़क निधि योजना के अन्तर्गत निर्माण कार्य

4234. **श्री अजीत जोगी:** क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि:

(क) उन सड़कों, निर्माण परियोजनाओं की संख्या कितनी है, जिनके लिए वर्ष 1996-97 में केन्द्रीय सड़क निधि योजना के अन्तर्गत स्वीकृति दी गयी;

(ख) इनमें से कितनी परियोजनाएं पूरी कर ली गयी हैं, और उन पर कितनी राशि खर्च की गई है;

(ग) शेष कार्यों को अब तक पूरा न किये जाने के क्या कारण हैं; और

(घ) शेष कार्य के कब तक पूरा होने की संभावना है-तथा इस पर कितनी राशि खर्च होने का अनुमान है?

जल-भूतल परिवहन मंत्री (श्री टी॰जी॰ वेंकटरामन): (क) वर्ष 1996-97 के दौरान केन्द्रीय सड़क निधि स्कीमों के तहत देश में चार सड़क निर्माण कार्य संस्वीकृत किए गए थे।

(ख) से (घ) राज्यों को निधियां वर्ष के दौरान मोटरस्पिरिट की वास्तविक खपत और संसाधनों की समग्र उपलब्धता के आधार पर एक मुश्त रूप से आंबटित की जाती है न कि कार्यवार। केन्द्रीय सड़क निधि के तहत संस्वीकृत विभिन्न कार्यों के निष्पादन की जिम्मेदारी संबंधित राज्य सरकारों की है।

Tenders for Studies on Four-Laning of National Highways

4235. SHRI VEDPRAKASH P. GOYAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have decided to float Global Tenders for conducting feasibility studies on the four-laning of the Goldern-Quadrangle involving National Highways connecting Delhi, Calcutta, Mumbai and Chennai at a cost of Rs. 100 crores as fees;

(b) whether Government have considered the use of expertise available in its own institutions such as Central Road Research Institute and other related organisations;

(c) if not, the reasons therefor; and

(d) whether Government propose to extend the financial support to the institutions like C.R.R.I. in order to avail expertise abroad, which would also upgrade their know-how?

THE MINISTER OF SURFACE TRANSPORT (SHRI T. G. VENKATRAMAN): (a) Feasibility studies are being initiated by National Highways Authority of India (NHAI) for taking up four laning of National Highways connecting Delhi, Calcutta, Chennai and Mumbai through competitive bidding.

(b) and (c) As per the normal practice, these studies are proposed to be taken up through qualified domestic/international consultants, who can avail of the expertise in Central Road Research Institute.

(d) No, Sir.

New National Highways in Gujarat

4236. SHRIMATI URMILABEN CHIMANBHAI PATEL: Will the Minister of SURFACE TRANSPORT be pleased to state;

(a) whether it is a fact that the length of National Highway in Gujarat is 1569 kms against the target length of 3600 kms. based on the survey programme for 1961 to 1981;

(b) if so, the details thereof; and

(c) if so, the details of programme for construction of new National Highways in the State on the basis of 1961—1981 plan proposed to be completed?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.S. VENKATRAMAN): (a) to (c) Due to severe constraint of resources for

development of National Highways, no targets have been fixed by the Govt. for declaration of new National Highways in any State including the State of Gujarat. However, the length of National Highways in Gujarat at present is 1631 kms.

Over Burdened Roads

4237. SHRI MD. SALIM: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the percentage of road traffic carried by the National Highways out of total volume of road traffic in the country;

(b) whether Government are aware that out of 1,62,000 kms. of State and National Highways, a massive 64 per cent is just single lane while a minuscule 2 per cent being four-lane with the remaining being double lane; and

(c) if so, the steps Government propose to combat the problem of over burdened roads in the country?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) National Highways which constitutes about 2% of total road network carry about 40% of the total volume of road traffic in the country.

(b) and (c) The Government of India is primarily responsible for the development of National Highways only. The responsibility of other roads including State Highways rest with the respective State Governments. As regards national Highways, Government is well aware about the need for improvement of the existing National Highway network. Efforts are being made to take up the widening of the existing network in phases as per the availability of the funds and also through private sector wherever feasible.

New Facilities for Cargo Handling in Mormugao Port

4238. SHRI RAMDAS AGARWAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Port Trust is planning to invest around Rs. 1,500 crore as part of its plan to set up new facilities for handling general cargo;

(b) if so, the details thereof indicating whether Port is likely to invite private participation;

(c) whether it is a fact that in 1996-97, the Port handled 17.37 million tonnes cargo as agaisnt 18.10 million tennes achieved in 1995-96; and

(d) if so, the reasons therefor and the target after providing additional facilities to handle cargo other than iron-ore?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) No, Sir. The outlay proposed for investment by the port during the 9th Plan is 200 crores.

(b) It is proposed to take up construction of general cargo berths West of Break Water, construction of new outer harbour, construction of master plan berths and acquisition of Captive Power Plan through Private Sector participation.

(c) yes, Sir.

(d) The main reason for decline in the total traffic is decrease in export of iron-ore and decrease in import of fertilizers through this port.

देश में कपड़ा मिलें

4239. **डा० जगन्नाथ मिश्र:**
श्री अजीत जोगी:

क्या वस्त्र मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्ष 1991-92 तथा 1996-97 के दौरान देश में निजी क्षेत्र, राज्य सरकारों तथा केन्द्रीय सरकार के अधीन वस्त्र मिलों की अलग-अलग संख्या कितनी थी और उनमें कितने-कितने श्रमिक कार्यरत थे; और